



Request for City Council Committee Action from the Department of Public Works

Date: June 9, 2015

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee

Subject: **Preferred Long-Term Vision for East Downtown Pedestrian Realm Augmentation Study**

Recommendation:

Approve the concepts presented as the DRAFT Preferred Long-Term Vision dated April 3, 2015 as the Preferred Long-Term Vision.

Previous Directives:

April 7, 2015 - T&PW action:

- A. Receive and file the Pedestrian Realm Augmentation Study.
- B. Receive and file the DRAFT Preferred Long-Term Vision for these seven streets and return to Council for proper approvals.

Department Information

Prepared by: Jon Wertjes, Director, Traffic & Parking Services, 673-2614

Approved by: _____
Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Jon Wertjes, Director, Traffic & Parking Services, 673-2614

Reviews

- Permanent Review Committee (PRC): Approval N/A Date _____
- Civil Rights Approval Approval N/A Date _____
- Policy Review Group (PRG): Approval N/A Date _____

Financial Impact

Action is within the approved budget.

Community Impact

Neighborhood Notification: Not applicable

City Goals

Living Well: Minneapolis is safe and livable and has an active and connected way of life

A Hub of Economic Activity and Innovation: Businesses – big and small – start, move, stay and grow here

Great Places: Natural and built spaces work together and our environment is protected.

Background and Supporting Information

At the April 7, 2015 Transportation and Public Works Committee meeting, Public Works introduced, presented and reviewed the East Downtown Pedestrian Realm Augmentation Study efforts that included:

- 1) Study dated 1/28/2015 – The Study presented concept options for consideration.
<http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/wcms1p-138489.pdf>
- 2) DRAFT Preferred Long-Term Vision dated 4/03/2015 -- The preferred visions are presented on 11x17 sheets one for each of the seven streets. The top half of the sheet shows the Augmentation Study concepts and the lower half shows the preferred vision.
<http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/wcms1p-139701.pdf>
- 3) April 7 T&PW Presentation – provides an overview of the Study and Vision
<http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-139754.pdf>

Comments received on the DRAFT Preferred Long-Term Vision

Public Works sought public input regarding these draft preferred visions. Outreach and information were sent to over 50 agencies, organizations, developers, committees and the property owners of the 12 block study area.

Public Works received specific comments from 10 individuals/organizations regarding the Draft Vision which are presented in the attached Summary & Comments document. The specific comments were grouped into categories because a number of the comments were similar. The Summary of Comments addresses each category and they are highlighted here:

- Design Detail -- Overall, this Draft Vision presents the basic approach and direction for each block and is not a plan of the design details. These design detail comments will be reviewed and considered when specific project(s) or an element of the plan is developed and designed for implementation.
- Traffic Operations – Comments were received regarding:
 - The Traffic Operations approach, assumptions, and process sought to reduce the travel lanes where possible and narrow the pedestrian crossing width as much as possible.
 - Traffic Operations outside of the Study Area, were not analyzed but transitions at the perimeter were addressed.
 - Two-way streets considerations -- The City's 2007 "Access Minneapolis – Downtown Action Plan" examined one-way versus two way streets throughout downtown. One-way streets were planned to continue in this Study Area with the exception of Park and Portland Avenues. Park and Portland Avenues in downtown and south to Franklin Avenue were identified for two-way conversion with four total lanes, two lanes in each direction. The Downtown Action Plan's proposed two-way conversion would widen these streets from the existing three-lane one-way streets to four-lane two-way streets which would result in either parking and/or bikeway removals.

Since 2007, Park and Portland Avenues south of Franklin Avenue have been restriped two lanes with buffered bikeways. Likewise the re-development in East Downtown has progressed and protected bikeway planning has been proposed. Based on these recent changes, it was concluded through this effort that two-lane one-way streets for Park and Portland Avenues were

preferable to either of the 3-lane or 4-lane scenarios. Also, to maximize the pedestrian space and provide protected bikeways along these streets, it is more optimal to keep these streets as two-lane one-way streets than four-lane two-way streets. This is a change from the Access Minneapolis – Downtown Action Plan.

- Coordination with the Commons design efforts have been occurring.
- Need for 3 travel lanes on streets that connect to the freeway system.
- Bicycle -- Overall, these comments will be considered with the existing Bicycle Master Plan and the draft Protected Bikeways Plan. Some comments will be addressed when the bikeways are designed.
- Parking -- A couple of comments were received related to specific parking locations or considerations which are consistent with the intent and purpose of the Vision.
- Concept and Other -- Comments not falling into one of the categories above or comments about the Concept Study not the Draft Vision are labeled respectively as "Other" or "Concept". These few comments are addressed as *underlined italic* statements in the list of Specific Comments

Implementation efforts

Public Works has been working with Ryan Development to determine if it is feasible to construct the Vision improvements identified in the East Downtown Pedestrian Augmentation Study in conjunction with Downtown East Phase I Planned Unit Development construction. Engineers from both Ryan and the City's consultant are working diligently to complete designs in time to allow construction of street and sidewalk improvements without delay to the development project. To facilitate implementation of these improvements, Public Works is negotiating an agreement with Ryan Development such that:

1. Ryan Development and the City (Public Works) will work collaboratively to identify and design the East Downtown Pedestrian Augmentation Vision elements that are feasible for construction as part of the Downtown East Phase I Planned Unit Development.
2. The city will fund the cost for city requested changes to Ryan's approved plans, to the extent allowed by law. Funds will be provided by the Development Infrastructure Program (PV075).
3. The Downtown East Phase I Planned Unit Development will be amended to reflect the changes that are feasible for construction.

Recommendation

Based on the comments received, Public Works recommends no changes to the Draft Vision and further recommends the City Council approve the concepts presented as the DRAFT Preferred Long-Term Vision dated April 3, 2015 to be the Preferred Long-Term Vision.

Next Steps

Public Works will revise the Vision document to remove "draft" and add the Council approval date.

Public Works and CPED will continue to consider other implementation next steps (preliminary designs, funding, etc.) that maximize these goals, visions, and opportunities.

Public Works will return to Committee with a recommendation to execute an agreement with Ryan to reimburse Ryan for the costs associated with public infrastructure improvements requested by the city.

Attachment: Summary & Comments dated June 4, 2015